

Green, LindaE

From: Pete Sorenson <petesorenson@gmail.com>
Sent: Thursday, December 22, 2016 9:23 PM
To: FOIA HQ; Johnson, Dennis
Subject: Sorenson Law Office FOIA

December 22, 2016

National Freedom of Information Officer

U.S. Environmental Protection Agency

1200 Pennsylvania Avenue, NW (2822T)

Washington, DC 20460

(202) 566-1667

foia_hq@epa.gov

RE: FOIA Request of Sorenson Law Office

Dear United States Environmental Protection Agency Freedom of Information Act Officer:

I am writing on behalf of my client, SORENSON LAW OFFICE, PO Box 10836, Eugene, Oregon 97440.

I. Request

This request concerns non-exempt responsive records compiled by the Environmental Protection Agency (EPA) and contractors working for the EPA regarding the Smart Way Program generally and specifically the records concerning the Smart Way verification for a specific product, the Smart Truck brand's TopKit.

SORENSON LAW OFFICE requests copies of:

Reports and engineering reports concerning the testing of the SmartTruck brand TopKit from August 1, 2013 to August 1, 2014.

The Smartway verification site lists that the Coast Down testing method was used. This testing, which we believe was conducted between 2013 and 2014 was conducted on a certified track showing the comparison of how far the truck and tractor travel with and without the TopKit. Our request is inclusive of the type of equipment, for example, the tractor and trailer, used in the coast down testing. Our request concerns the testing of the SmartTruck brand TopKit and specifically referred to on the SmartTruck website (<http://smarttruckaero.com/our-story/testing-validation/>): "Coast Down Testing is currently accepted in EPA's Heavy Duty Vehicle Fuel Efficiency regulation. EPA points to coast down testing as the Reference Method for determining the aerodynamic performance of a vehicle. Coast down testing allows for the specific determination of a vehicle's

aerodynamic and mechanical (rolling resistance/friction drag) drag. All SmartTruck products have been performance-validated through coast down testing at either Michelin's Laurens Proving Grounds in Mountville, SC, or at the Kennedy Space Center at the Shuttle Landing Facility. This coast down testing is used to validate the results achieved in our predictive CFD modeling."

II. Time Frame of this Request

The time frame for records sought by this FOIA request is from August 1, 2013 to August 1, 2014.

III. How Responsive Records Should Be Provided

SORENSEN LAW OFFICE requests copies of the responsive records for this FOIA request be provided in a digital format, either via email, or stored on a CD or other electronic data storage device. See 5 U.S.C. § 552 (a)(3)B). Providing these records in an electronic format will save agency staff processing time, as well as reducing the cost of making paper copies of all responsive records.

IV. Payment for Processing Costs

Please inform our office of the estimated amount of processing cost you anticipate. SORENSON LAW OFFICE does not agree to pay any amount for search, duplication and processing costs.

V. Contact

Please provide a receipt for this email and provide a tracking number so that we may inquire about the status of this request.

If you have any questions regarding this FOIA request, or if I can be of any other assistance,

please feel free to contact me at (541) 606-9173, or via email to petesorenson@gmail.com or via United States Mail at PO Box 10836, Eugene, Oregon 97440.

Thank you in advance for your assistance.

Very truly yours,

C. Peter Sorenson

Sorenson Law Office

c: Johnson.Dennis@epa.gov